The History of Mason and Dixon's Line, contained in an Address delivered by John H. B. Latrobe, of Maryland, before the Historical Society of Pennsylvania, November 8, 1854.

Mirana Elliot, or the Voice of the Spirit, by S.

Autobiography of Charles Caldwell, M. D., with a Preface, Notes, and Appendix, by Harriet W.

Varner.

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"TOOR'S RAILROAD MAP OF THE ted map, recently eulogized by Lieutenant Maury, in his "Virginia Letters," is on sale at TAYLOR & MAURY'S

Southern Book, Origin of the Con-stitution; Incorporation of the General Gov ernment by the States; as national public agents in trust, with no sovereignty; History of Coparinership Territories from the Virginia Deed, 1784, to the Treaty with Mexico, 1818; Division of the Public Lands; Specific Duties; Origin and History of the Puritans; Origin and Cause of Trouble between the North and South, and Jeopardy of the Republic; Legal mode of Redress pointed out; by W. B. Davis, Wilmington, North Carolina. Price

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WASHINGTON SENTINEL.

VOL. 3.

WOOD GAS .- CAUTION-

BE it known that I, the subscriber ob-

Idest.

I am, respectfully, your obedient servant,
C. Mason, Commissioner of Patents.
W. P. McConaell, Esq.,
Care of Prof. C. G. Page, Washington, D. C.

the improvements in making gas from wood, viz: subjecting the products of destructive distillation

therefrom to a high degree of heat, substantially as has been described and for the purposes set forth in the specification of W. P. McConnell."

hundred and fifty-four. In testimony whereof, I, Charles Mason, Com-

from Specification of W. D. Porter on

tohich letters patent were issued August 22, 1854. CLAIM.—What I claim as my invention and de-

sire to secure by letters patent is:
"The construction of a gas apparatus or still,

consisting of a metallic or other cylinder B, the cones E and D, diaphram plate C, and exit pipe F, substantially as described in the foregoing specification, and shown in the accompanying draw-

The truth of the above may be ascertained from

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WM. P. McCONNELL,

By his attorney CHAS. G. PAGE.

TRI-WEEKLY.

CITY OF WASHINGTON, SATURDAY MORNING, JANUARY 19, 1856.

TUST RECEIVED AT TAYLOR & MAU-

K. K. p., D. D.

Narrative of a Voyage to the Northwest Coas
of America, by Gabriel Franchere.

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Vathek, by Beckford,

Female Poets of Great Britain,

do

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Jan 3—dtf

vative Magazine.—When new aspirants for popular favor are announced, the public have a right to demand the grounds upon which such show of title to their patronage is made. In acknowledgment of this, we trace the customs of

parties in the avowal of principles; of religious sects, in the promulgation of creeds; and of per-

a periodical of a new and, in some respects, a higher order than has been simed at in our maga-

zine literature. In this belief, and with such an aim, we announce the Southern Conservative

sectional; claiming no merit by virtue of its es-tablishment in the South, but aiming at a higher

religious bigotry or intollerance on the one sid

and infidelity on the other—laboring in its teachings to advance a closer union between the several

branches of the great family of the church. It will be political, but liberal; owing no slavish

allegiance to parties or politicians, it will advocate measures, not men, and will labor only for the

It will be progressive, yet sternly opposed to

the reckless spirit of innovation so rife in the country—aiming to elevate and advance, not depress; to reform and improve, not to destroy;

acredly adhering to the true intent of our grea

republican theory, and laboring to advance it to

its fullest development.
It will be truly American in tone and sentiment.

out will repudiate nothing foreign, merely because

so; believing that the good, the useful, and true belong not, par excel ence, to any favored people,

It will encourage a high-toned literature, and defend pure morals in all the social relations of

ributors some of the ablest political and literary

writers of the country.

The magazine will be printed on the fines

quality of paper, with new type, and in a plain

but superior style. Each number will contain not less than 50 large

octavo pages, made up of original articles, con-tributed and editorial—reviews, political and scientific essays, romances, poetry, &c.

We promise much for the new magazine, an

we intend to perform it all, and more, if the read-

ing public will give the enterprise a liberal en-

TERMS OF SUBSCRIPTION.

but are the common right of all.

It will be the organ of pure conservatism.

success of principles.

usefulness and a more general acceptability.

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PROSPECTUS

"WASHINGTON SENTINEL."

B tained letters patent in December, 1851, for an apparatus for the destructive distillation of wood, and the making therefrom of tar or pitch at pleasure, and gas; and that in the judgment of competent persons the invention of an appartus recently patented by W. D. Porter cannot, be used by him or any other person without infringing my said patent. And, further, that what is patented by said Porter rightfully belongs to me, as I expect to prove ere long before the United States Patent Office; and, further, that the use of said Porter's invention involves also a process which I am now claiming before the United States Patent Office, and which has been adjudged to be patentable to the first inventor thereof, and which said W. D. Porter has formally disclaimed, as appears upon the public records of said office, of which an official copy is hereto annexed, and also a copy of his claims.

which an official copy is hereto annexed, and also a copy of his claims.

In the National Intelligencer of the 25th instant Mr. Porter announces that he has secured by patent the "exclusive right to making gas from wood," and threatens presecution to all parties infringing his patent. I ask how this statement comports with the fact of my patent of December, 1851, and how far the threat can intimidate under such circumstances? Mr. Porter's claim is based upon a movable perforated diaphragm, and was so understood by the Patent Office, as it appears from the records of the Patent Office that his claim was at first refused as interfering with a

The SENTINEL will maintain, as a fundamental truth of that great party, that the States formed the Union between them by the ratification of the Confrom the records of the Patent Office that his claim was at first refused as interfering with a prior patent to Robert Foulis, of Canada, for an equivalent contrivance. This claim, as given below, and in which the perforated diaphragm is the saving clause, is what Mr. Porter calls securing the "exclusive right to making gas from wood." The statement carries absurdity on its front, and is a libel on the good sense of the Patent Office If such a claim or right had been granted, it would forbid every coal-kiln and charcoal manufactory in the country. Union between them by the ratheration of the tan-stitution as a compact; by which also, they created the Federal Government, and delegated to it, as their common agent, the powers expressly specified in it, with an explicit reservation of all others to the States, or to their separate govern-ments. The exercise of any powers beyond thes-thus delegated, is, therefore, an usurpation of the reserved authority of the States by the agent of their own creation.

in the country.

The following copies of correspondence and extracts from the records of the Patent Office will show the true state of the case: show the true state of the ease:

UNITED STATES PATENT OFFICE,

August 25, 1854.

Sir. In reply to your letter of this date, asking
"if any patent has been granted to W. D. Porter,
dated 22d August, 1854, or at any other time, or
to any other person or persons, securing to him
or them "the exclusive right of making gas from
wood," and whether any such claim was made by
W. D. Porter, under his application for a patent,
which letters patent were issued bearing the
above date, you are informed that W. D. Porter's
claims are believed to be c nfined to his apparatus; and, further, this office is not aware that a
patent has been granted heretofore for the exclusive right of making gas from wood. It would,
however, be unjustifiable to expect me to make
an extended investigation to answer your request. With regard to the exercise of the powers of the the principles of its action, that Congress shall exercis no power which has not been delegated by the C. ustitution, according to a strict and fair interpret tion of its language and spirit; and that it shall us seek to attain indirectly an object through the exer ise of constitutional power, for the direct attainment of which it has no delegation of power. In other words, all powers exercised must be clearly grated, and all granted powers must be used for no surpose, except such as is clearly intended by the Constitution.

In respect to the internal administration of the Government, the SENTINEL will sustain the settled policy of the Democratic party. It will labor to inculcate this cardinal doctrine of Democratic in inculcate this cardinal doctrine of Democratic in ternal policy:—that this Government will best promote the freedom and prosperity of the people of the States, by being less ambitious to exercise power, and more anxious to preserve liberty; and by leaving to the individual States the manage ment of all their domestic concerns—while it con-tents itself with guarding the confederacy from external violence, and directing the foreign policy of the country to the promotion of the common interests, and defence of the common rights, and honor of the States composing it.

The United States Patent Office—To all persons to whom these presents shall come, greting:

This is to certify that the annexed is a true copy from the files of this office of an extract from a paper filed in the matter of the application of W. D. Porter for letters patent, in accordance with D. Porter for letters patent, in accordance with which application letters patent were issued to the said W. D. Porter on the 22d day of August, eighteen hundred and fifty-four.

In testimony whereof, I. Charles Mason, Commissioner of Patents, have caused the seal of the Patent Office to be hereunto affixed [1. s.] this 25th day of August, in the year of our Lord one thousand eight hundred and fifty-four, and of the independence of the United States the sevenly-ninth. C. Mason. The SENTINEL will advocate such a progressive foreign policy as will suit itself to the exigencies, and correspond with the expanding interests of the country. That policy should be energetic and decided; but should temper firmness with liberality, and make its highest ends consist with the strictest principles of justice. The real interests of the country, upon each occasion demanding attention will be its guide in the course the SENTINEL wil

Copy of disclaimer of W. D. Porter in his applica-

from abroad with our domestic concerns, will prompt us to avoid it in the affairs of other coun tries, unless by their foreign or colonial policy our peace should be threatened, our security endan gered, or our interests invaded. For when the If a new proposition of any kind is approved by selfish interests of other nations prompt a foreign or colonial policy which infringes upon our rights. The United States Patent Office-To all persons to whom these presents shall come greeting:
This is to certify that the annexed is a frue copy from the records of this office of an extract from the specification of W. D. Porter's patent, issued and places in the pathway of our commerce a dangerous and unfriendly rival, such a policy must be resisted by remonstrance, and, if need be, by

stimony whereof, I, Charles Mason, Com-missioner of Patents, have caused the seal of the Patent Office to be hereunto affixed this twenty-fifth day of August, in the year of our Lord one thousand eight hundred and fifty-four, and of the independence of the United States the seventy-ninth. is full of important movements, commercial and olitical, deeply concerning American trade and American power. It is time we had an American foreign policy. We must have it. We cannot avoid it if we would. We have larger interests, and a greater stake in the world and its destiny, than every other people. We occupy the best portion of a continent, with no neighbors but a colony, and s worn-out, anarchical despotism. We are the olay people whose own land, without colonial defendencies, is washed by the two great oceans of the world. Our agricultural productions are more varied and more essential to civilized life, and to human progress-our mineral and manufacturing internal and foreign commerce more extended than those of any other people living under one government. A continent, to a great extent, un-explored and exhaustless in its yet hidden wealth explored and exhaustless in its yet hidden wealth is at our feet. European trade seeks the great East through avenues which are at our doors, or must be made through our own limits. Europe, Asia, Africa, and the isles of the sea, lying all around us, look to us as the rising power, through the agency of whose example, and ever widening and extending, though peaceful influences, the blessings of liberty, civilization, and religion, are destined to triumsh over the barbarism and superstined to triumsh over the barbarism and superstined to tined to triumph over the barbarism and supersti-tion of the millions of the world. And shall such a people refuse to lay hold upon their destiny, and act upon the high mission to which it is called?
A mission so full of hope, though so laden with responsibility, which, if properly directed, must make our confederacy the harbinger of peace to the world, as well as the peaceful arbiter of its EDWARD LYCETT, Sen., Book-Binder, Potomac Hall, corner of Eleventh-street and Maryland avenue, over Clarke's Drug store, Wash-

Every style of book-binding executed, either in insisting on its own. It must, in fine, be true to its own interests, rights, and honor—it cannot then

false to those of other nations. Such, then, is the chart by which we shall be guided. Independent and free, we shall endeavor to be honest and truthful. The true friends of democratic principles we shall cordially support and defend. Its enemies in the field or in ambush we shall oppose, and on all proper occasions de

To our future brethren of the press we extend the hand of friendly greeting. The Sentiael is the rival of no press of its own party—the personal nemy of none of the other. The present Democratic Administration has our

the great principles upon which it came into power, and in its honest labors to attain such an end it will find the Sentines its friend and condition.

ATER YEARS, by the Author of "the Old House by the River."

Mr. Rutherford's Children, second volume.

TAYLOR & MAURY'S Bookstore, near 9th st. Dublic Document.

REPORT OF THE POSTMASTER GENERAL.

POST OFFICE DEPARTMENT, December 3, 1855.

Siz: The number of post offices established in the United States during the year ending 30th June, 1855, was 1,663, and the number discontinued 801, showing a net increase of 862. The sites and names of 373 have been changed. The whole number of Offices or the 30th of June was 24,410, and on the 30th of November, 24,770, of which 258 are of the class the postmasters of which are appointed by the President. The number of postmasters appointed during the regular fiscal year was 7,103, as follows: To fill vacancies by resigna-

tion, 4,056; by removals, 879; by deaths, 289; by change of names and sites, 216; and by establishment of new offices, 1,663. On the 30th June last there were in operatractors was 5,703. The length of these routes

is estimated at 227,908 miles.

The total annual transportation of mails was 67,401,166 miles, costing \$5,345,238, and divided as follows, viz: 24.879,752 miles by modes not specified, at

\$1,430,665—5‡ cents a mile. 18,859,118 miles by coach, at \$1,215,979 about 6½ cents a mile. 19,202,469 miles by railroad, at \$2,073,089 about 101 cents a mile. 4,459,827 miles by steamboat, at \$625,505-

about 14 cents a mile.

Compared with the service of 30th June. 1854, as actually in operation, there is an increase of 3,397,025 miles of transportation, or about 51 per cent., and of \$675,221 50 cost, or about 14 2-5 per cent.

The increase of railroad service is 3,483.132 miles, at a cost of \$286.636, being 22, 15-1000 per cent. in transportation, and 15½ in cost.

The increased transportation, by modes not

per cent, costing \$336,475 50, or 303 per cent. specified, is 3,575,177 miles, or about 16 78-100

The transportation by coaches is less by 2,325,628 miles, or about 12½ per cent, at a diminished cost of \$84,257, or 6 92-100 per Steamboat service during the past year was reduced 1,335,656 miles, or nearly 30 per cent., and the cost increased \$136,367, or 27# per

This great change resulted mainly from the reletting contracts last year in the States of Michigan, Indiana, Illinois, Wisconsin, Iowa, Missouri, Kentucky, Tennessee, Alabama, Mississippi, Arkansas, Louisiana, Texas, California, and the several Territories.

A comparison of the steamboat service under the contracts which expired 30th June, 1854, with that on the 30th June, 1855, under the new contracts, commencing 1st July, 1854, shows a reduction of 1,547,560 miles, or about 56 per cent., in the annual transportation, and an addition of \$90,120, or about 23 per cent., to the cost. In the other sections of the Union Lord one thousand eight hundred and fiftyfour, and of the independence of the United
States the seventy-ninth.

C. Mason.

Copy of disclaimer of W. D. Porter in his application for "an improved still for making wood
gas," filed August 22, 1854.

Letters patent issued
August 22, 1854.

Letters patent issued

August 22, 1854.

Letters patent issued

August 23, 1854.

Letters patent issued

August 25, 1854.

Letters patent issued

August 27, 1854.

Letters patent issued

August 28, 1854.

Letters patent issued

August 29, 1854.

Letters patent issued

August 20, 1854.

Letters patent issued

August 20,

general statements, chargeable to California are 692.016 miles, costing \$127,515, apporsecure it. Such a foolish policy as this jeopar-dizes the plan they approve, and hastens its failure tioned as follows: Steamboat transportation, 175,656 miles, at it has defeated many important enterprizes, and has deprived the country of good and useful works.

\$52,000, or 29 cents 6 mills per mile. Coach transportation, 376,376 miles, at \$49,-915, or 13t cents per mile.

the public, the support of those approving is of right expected, their approval being solicited only Modes not specified, 139,984 miles, at \$25, the view that their more substantial aid will 600, or 18} cents per mile. not be withheld.
BRIEF OUTLINE OF THE PLAN OF THE On two steamboat routes, which cost \$21,000 PROPOSED PERIODICAL.

THE SOUTHERN CONSERVATIVE MAGAZINE WILL prior to 1st July, 1854, the pay for the same amount of service is now \$50,000, being an occupy grounds but little cultivated by American magazinists. It is believed that a field is open for ncrease of \$29,000, as anticipated in my last

There has been a remarkable addition to the coach transportation-viz: 116 per cent,-and yet the whole cost is only 41 per cent. more than last year. There was 84 per cent. more service of the inferior grades, at 119 per cent. higher cost, on the 30th June, 1854, than 30th June, 1855. The apparent difference is much greater, but this arises from transferring the

of service in Utah for the past year, it having been changed the previous year to California. The total increase of all grades of service in California during the year ending the 30th June last is 100,386 miles, or about 17 per cent of transportation. The total saving is \$15,418, or 12 per cent.

In Oregon the service is as follows, viz: teamboat, 29,952 miles, at \$8,100. Modes not specified, 75,512 miles, at \$16,767. Coach, 12,480 miles, at \$3,650.

The steamboat service has been decreased about 26 per cent. during the year. The cost for the year ending 30th June, 1854, was 109 per cent. higher than for the past year, ending 30th June, 1855. In Nebraska and Kansas 22 routes have been

put in operation, on which the annual trans-portation is estimated at 75,364 miles, at a cost of \$4,312, or five cents seven mills per mile. In New Mexico the transportation is unchanged but the cost increased \$6,050 by special act of Congress.

In Utah there is an increase of 25,960 miles of transportation, costing \$12,203 additional, as compared with the service on 30th June, 1854. This, however, does not result from any actual addition to the service, but simply from changing to Utah the route from Salt Lake to San Diago, which, prior to July 1st, 1854, was charged to California.

The following table shows the extension of The Southern Conservative Magazine will be issued, the first of each month, from the office of

publication, Nashville or Knoxville, Tennessee,	The state of the s			
and will be furnished to suscribers at four dollars a year, or three dollars if paid punctually in ad- vance. Publication will be commenced the 1st day of January, 1856. Address orders to the	States.	Length of route.	Miles of an- nual trans- portation.	Additional cost.
editor and proprietor. W. T. HELMS, Knoxville, Tennussee.	New England New York New Jersey Pen- sylvania, Dela-	88	900 993 61,500	\$15,014 * 4,862
EAVES from a Pamily Journal, from the French of Emilie Souvestre, author of The Attic Philosopher in Paris. Mrs.Jameson's Common-place Book of Thoughts,	ware, Maryland, and Ohio Virginia, N. Caro- lina, South Caro-		654,379	59,517
Memories, and Fancies. R. FARNHAM, June 7 Corner 11th st. and Penn. av.	lina, Georgia, & Florida Michigan, Indiana	347	465,780	25,509
MRS. JAMESON'S NEW BOOK.—A common-place book of Thoughts, Memories and Fancies, original and selected, by Mrs.	Illinois, and Wis- consin Kentucky, Ten- nessee, Alaba-	1,975	1,747,728	145,740
Jameson. Price 75 cents. Leaves from a Family Journal, from the French of Emilie Souvestre, author of "the Attic Philo-	ma, Mississippi, and Louisiana	149	132,942	25,499
sopher in Paris." Paper, 50 cents; cloth, 75	Total increase	3,674	3,453,132	296,636

The lettings of new contracts for the year, commencing lat July last, embraced the States of Virginis, North Carolina, South Carolina, water colors, illustrated by a series of 24 designs, colored diagrams of numerous wood cuts, with

expired contracts, 30th June last, shows that the annual transportation of mails has been increased 423,673 miles, at an increased cost of \$117,077, divided among the several States

States.	Increased miles of annual trans- portation.	Increased annua
Virginia North Carolina - South Carolina - Georgia Florida	128 009 119,180 295 236 9,212	\$58,434 27,761 10,400 18,417 2,055

This comparison shows a decrease in the annual transportation in Sonth Carolina, which results from the fact that new contracts are not yet concluded for the steamboat routes between Charleston and Savannah and Charleston and New York, and they are therefore not embraced in the statement of service as in operation 30th September last, although they are now, and will probably continue, in operation. Of the 423,673 miles of additional service under the new contracts, 343,636 are performed by railroad. Of the additional cost of \$117,077, \$51, 957 is for railroad service.

The total annual transportation under the

new contracts, as adjusted for the quarter ending 30th September, is 10.847,379 miles, and the total annual cost, \$996,843, divided 3.390,303 miles by railroad, at \$485,188,

or 14 cents 3 mills per mile. 799,746 miles by steamboat, at \$106,874, or 13\frac{1}{2} cents per mile.
2,171,125 miles by coach, at \$151,781, or 7 cents per mile. 4,486,205 miles inferior modes, at \$253.

000, or 5 cents 6 mills per mile. There should also be added \$6,184 for the cost of additional route agents, mail messen gers, and local agents appointed since the 1st July last, and \$1.540 for the Charleston and New York and Charleston Savannah routes, which are expected to continue at the same

rate as under the former contract.

On the 30th June last there were in service 319 route agents, at a compensation of \$235, 170 65; 29 local agents at \$19,328; and 981 mail messengers, at \$100,471 65-making a total of \$354,970 30 to be added to the other cost of transportation. This makes the total amount for the current year \$5,824,989 30 which will probably be increased to \$6,000,000 by the new service on the Mississippi river and routes established by the last Congress.

The cost of foreign mail service paid for by this department is not included in the foregoing statements, and amounts to \$611,467. In my last annual report I gave reasons which, it appeared to me, clearly justified some delay in making a contract for conveying the mails by steamboat between Cairo and New Orleans under the act of Congress of 5th August, 1854. My expectation was that more advantageous terms would be secured after the final completion of the Illinois Central railroad, and the opening of the Ohio and

Mississippi road from the east to its point of intersection with the Illinois Central. Accordingly, negotiations were had with several parties, though without any favorable issue until the 3d of April last, when I concluded a contract with Mr. James F. Joy, to convey mails back daily, in suitable steamboats, agreeably to the advertisement of the 31st of August, 1854, for the compensation of \$180,000 per annum, he having visited Washington with full powers to negotiate and conclude such a contract on behalf of the Illinois Central Railroad Company, as stated to me in a letter from Z. N. A. Griswold, pre-ident thereof, dated the 23d of March last. On the 24th of April Mr. Joy informed the department that arrange-

ments had been made for a number of boats, probably to go into the line immediately. The contract was so ordered, and, considering the wealth and influence of that corporation, and its direct interest in connecting the railroad with a regular line of boats to New Orleans, there was every reason to expect a prompt and faithful performance of the stipulated service. Some delay was to be expected owing to the magnitude of the enterprise, but I did not permit myself to doubt that the service would commence as soon as practicable. To my sur-Salt Lake and San Diago route to the account

prise, however, after waiting some time for report on the subject, I received a letter, dated 16th July last, from the vice-president of the Illinois Central Railroad Company, informing me of a failure to organize a line of boats, and submitting new propositions, which I could not consistently entertain. In a letter dated 17th September, he wrote again, enclosing a proposal from another party at \$350,000 per annum. I answered, on the 2d October, that I must require the railroad company to perform service on the terms agreed upon, and to commence in two weeks from that date, and that, in case of failure to do so, it would be my imperative duty to advertise the route for a reetting, and to hold the company responsible for the difference, if any, between the sum contracted for by it and that which I should have to pay under the advertisement. Under date of 6th October, the company replied to my letter of the 2d, but expressed no intention of commencing service; and, after waiting until the 20th October, I advertised the route. inviting proposals until 30th November, to be decided by 3d December, and service to com mence 1st January, 1856.

In making this statement it is but proper I should add that, in my opinion, the directors of the Illinois Central Railroad Company used every exertion in their power to comply with their engagements, but failed to do so, owing to the very high prices demanded of them by the owners of the bouts. A comparison of the prices paid for steamboat service by the de partment, in every part of the Union that the highest price given per mile is \$191 25 and this on an important route, on which the contractors are subject to an extraordinary outlay in the payment of a toll at Grant's Pass; but that the average price is \$60 60 per mile. At the sum of \$180,000, the price agreed to be given to the Illinois Central Railroad Company. the rate per mile would be \$169 96; but i \$350,000, the price demanded from the railroad company were paid, the cost per mile would reach the very high rate of \$350 50— a price which could not have been contemplated by Congress when the act of 1854 was

The mails across the isthmus of Panama are conveyed by the Panama Railroad Company, but without any regular contract. The service has been satisfactorily performed. For the year ending lat December, 1851, at which time this service was transferred from the con-tractors under the New Granadian government to the Panama Railroad Company, the entire weight of the mails transported over the isthmus was 298,728 pounds, at a cost, including the of Virginia, North Carolina, South Carolina, isthmus expenses of the route agents in charge, of about \$51,000, being a fraction over seven-term cents a pound. The weight for the year cration 30th September, with that under the ending 31st March, 1855, was 607,674 pounds,

pound, making the total cost of the transporta-tion amount to \$133,688 68. By the act of 3d March, 1851, the Postmaster General was auhorized "to enter into contracts or make suitable arrangements for transporting the mails between Chagres and Panama with regularity and despatch, provided the rate of compensa-tion shall not exceed 22 cents a pound." Under this authority the Panama Railroad Company has been paid the full maximum compersation of 22 cents a pound from 1st December, 1851, to 1st April, 1855, since which I have recognized their service, and ordered payment to be made at 18 cents a pound. The railroad was completed in January, 1855; the locomotive for the first time passed over the entire route out the 28th, and the mail was for the first time carried through by on the 29th of that month. The road being completed, and the company having made a considerable de-duction in their freight charges, the reduced price for first-class freight in no instance exceeded 15 cents a pound, I considered that 18 cents was a liberal compensation for the mail. In fixing this sum, I took into consideration the great cost of the road, the sacrifice both of life and property in its construction, the mag-nitude of the enterprise, and its importance in a national point of view. The company have declined to acquiesce in this decision, and claim to receive the full maximum price of 22 cents until a permanent contract shall be made

WASHINGTON SENTINEL

TERMS OF ADVERTISING.

Business cards, not exceeding six lines. for not less than six months, inserted at halt price.

Yearly advertisements subject to special ar-

Religious, Literary, and Charitable notices in-

serted gratuitously.

All correspondence on business must be prepaid

which was paid for at the rate of 22 cents a

Long advertisements at reduced rates.

l week

The new distribution schemes referred to in my last annual report have been completed and sent to the several distributing post offices. This work involved a minute examination of all the mail arrangements of the country, with a view to a definite allotment for each distributing office, so as to insure the transmission of mails in all cases by the most direct and expeditious route, and at the same time to guard against the too frequent distributions which have heretofore prevailed. Each distributing office has now alphabetical lists of all the counties in all the States (except California) with the proper distribution point annexed to each county. Thus, the postmasters have the plainest instruction as to the proper distribution of mail matter for every portion of each State. There are in all 1,645 counties, formed into 757 different groops, to suit the several distri-buting offices, and show the course of the mail from each office to every county in the Union, and the whole number of points thus indicated for the fifty distributing offices is 82,250. In my last annual report I recommended the

adoption of a system of registration for giving greater security to valuable letters intrusted to the mails. By the third section of an act approved March 3, 1855, Congress authorized the Postmaster General to provide means by which any person desiring to post a valuable letter to be sent by mail might, at his option, have it registered upon payment of a fee of five cents in addition to the rate of postage chargeable thereon, it having been estimated that this additional payment would cover the expenses incident to such registration. To carry into effect the authority thus granted by Congress, it became necessary to prepare and distribute among the sever. I post offices blanks for a new system of accounts, to show, in respect to registered letters, not only the receiving and sending of each mail, as formerly, but the receiving, sending, and delivery each particular letter. These blanks accompanying instructions, were prepared and distributed as early as possible after the passage of the act referred to, and were in the possession of each postmaster before the commencement of the fiscal year, (1st July, 1855,) when it went into operation. To guard as much es possible against the mistakes and errors likely to arise from innovation upon the long established forms in which postmasters' accounts had been kept, I preserved and adapted these forms to the new requirements of the law, and have thus endeavored, by the simplest means possible, to secure uniformity and accuracy in the keeping and rendering of the accounts. A just estimate of the value and ultimate success of the plan of registration adopted cannot be formed from the short experience had of it. Its operation brings to the immediate knowledge of the department not only every failure, but every delay in the transportation and delivery of registered letters; and in carefully observing its operation with a view to such modifications as may be required, I have in each day's report found abundant proofs of its usefulness, and also of the necessity of perfecting it by such means as experience

By arrangements with Prussia and Bremen the registry system has been extended to letters conveyed between the United States and Germany. (see articles of agreement annexed.) The expenditures of the department for the last fiscal year are reported by the Auditor to have amounted to \$9,968,342 29, under the

	following heads—to wit:		
	Compensation to postmasters	\$2,135,335	4
e	Ship, steamboat, and way letters	18,766	3
	Transportation of the mails	6,676,334	-
ì	Wrapping paper	45,467	4
	Office furniture for post offices	5,250	
r	Advertising	75,457	3
0	Mail bags	52 079	2
n.	Blanks	91.138	3
Z	Mail-locks, keys and stamps	16,172	8
	Mail depredations and special agents	64,453	1
e	Clerks for offices	702,617	
	Official letters	55	
9	Postage stamps	11,903	
84	Stamped envelopes	40,635	
I	Payment to letter-carriers	143,312	1
8	Payment for dead letters	6	Š
1	Postage stamps of old issue re-		
	_ deemed	18	
53/9	Purchase of patent padlock	5,000	
•	Miscellaneous payments	168,011	ş
y	Payment of balances due Great		
e	Britain	302.859	
*	Payment of balances due Bremen .	13,465	4
		9,968,342	3
	A STATE OF THE PARTY OF THE PAR		

The gross revenue of the department derived from postages, (inland and foreign,) from stamps and stamped envelopes sold, and from neous sources, amounted in the last

al year to \$6,642,136 13—to w	10:	
Stamps and stamped enve-	\$3,234,549	67
lopes sold	2,511,318	03
Newspapers and pamphlets.	638,927	51
Fines	35	
Emoluments returned	77,902	
Letter-carriers	143,312	
Desd letters	4,976	01
Extra compensation over-		
charged	23,330	
Miscellaneous receipts	7,783	34
THE RESIDENCE OF STREET, STREE	-	-

Add the annual appropriations made in compensation of mail service to the Government by the acts of the 3d March, 1847, and 3d March, 1851

700,000 00

6,642,136 13

To state precisely the amount of gross rev-ence which accrued within the last fiscal year,

reivet, Turkey Morocco, Russia, or fancy colors TREBLE PATENT IMPROVED EYE Mr. Lycker respectfully suggests to his friends hat while much has been done to transmit family that while much has been done to transmit family records, little care has been taken to preserve parental likenesses. He takes this method to inform his friends, and those desirous of perpetuating personal remembrances, that daguerrectype likenesses can be inlaid on the inside covers of family bibles, presentation-books, or keepsakes, specimens of which can be seen at his bindery, or he Third patent, patent improved fastener, riveting

can be addressed by letter, which will be promptly MATHEMATICAL DICTIONARY and Cyclopedia of Mathematical Science, com-Mathematics, an analysis of each branch, and of the whole as forming a single science, by Charles Davies, L. L. D., author of a complete course of Mathematics, and Win. G. Peck, A. M., Assistam Professor of Mathematics United States Mili-ary Academy. Just published, and for sale at he Bookstore of R FARNHAM.

STONE QUARRY.—I am prepared to furor NE QUARRY.—I am prepared to furnish from my quarry, opposite the Little Falls and adjoining the quarry of the late Timothy O'Neale, any quantity of stone that may be needed for building purposes. Apply to the undersigned at his house on H, between 19th and 20th streets, in the First ward, or to Mr. Paine, at the quarry. July 27 WILLIAM B. SCOTT.

COMMENTARIES on the Jurisdiction Practice, and Peculiar Jurisprudence of the Courts of the United States, vol. 1, by George Ticknor Curtis.

History of the Crusades, their Rise, Progress, and Results, by Major Proctor, of the Royal and Results, by Major Proctor, of the Military Academy.

Cumming's Lectures on the Seven Churches. On sale at TAYLOR & MAURY'S Bookstore, near 9th stre

The Plurality of Worlds, with an Introduction by Edward Hitchcock, D. D.

A Lamp to the Path; or, the Bible in the Heart, the Home, and the Market Place, by the Rev. W. K. Tweedie, D. D.

The Cancounts of Proceedings The Carneombs of Rome, by the Right Rev. W. Kip, D. D.

PROPOSE to publish in the city of Washington, in September, a political newspaper, until the name of the WASHINGTON SENTI-

NEL.

In doing so, it is proper I should make known the principles it will maintain, and the policy it will advocate.

It will support cordially and earnestly the principles of the Democratic party of the United States it does not propose to be the organ of any Depart ment of the Government, except in so far as an independent maintenance of the doctrines of that party may represent its opinions and express its party may represent its opinion- and express its

It will not be ambitious to commend itself to the people by a blind flattery of their rulers. It will seek public support by the bold avowal of the sentiments which are common to the genuine Democracy of the Union, and by the condemnation of all such as may conflict with them, from whatever quarter than may come. It will seek to whatever quarter they may come. It will seek to be (and it will endeavor to deserve the title) the organ of the Democratic party of the United States.

reserved authority of the States by the agent of their own creation.

'The Sentingle will uphold and defend the Union upon the basis of the rights of the States—under the Constitution—and thus by sedulously guarding the latter, it will the more effectually strengthen and perpetuate the former.

Feceral Government, the SENTINEL will take as the principles of its action, that Congress shall ex-No berth secured until paid for.

PROPOSED DATES OF SAILING.

From New York.

Wed'day. Dec. 27, 1854 | Saturday. Dec. 16, 1854 |
Wed'day. Jan. 10, 1855 | Saturday. Dec. 20, 1854 |
Wed'day. Jan. 24, 1855 | Saturday. Jan. 13, 1855 |
Wed'day. Feb. 7, 1855 | Saturday. Jan. 27, 1855 |
Wed'day. Feb. 21, 1855 | Saturday. Feb. 10, 1855 |
Wed'day. Mar. 7, 1855 | Saturday. Feb. 24, 1855 |
For free ghis or passage, apply 10

Our foreign policy should, indeed, be defensive but to be properly defensive, it must sometimes be apparently aggressive. Our administration should be vigilant, watchful, and energetic. The world

and earnest foreign policy, such as the condition of the country demands; but it will advocate it under the flag of the country-nowhere else. Its foreign policy must be consistent with the spotless honor and unimpeachable good faith of the country. To be respectable at home and abroad, and to be great in the eyes of the world, it must ask for nothing but what is right, and submit to nothing that is wrong. It must be liberal and magnanimous to the rights of others, and firm and immoveable in

Pebbles from the Lake Shore, or Miscellar Poems, by Charles Leland Potter, A. M. General Notions of Chemistry, translated from the French, by Edmund C. Evans, M. D. The Land of the Saracens, by Bayard Taylor. Brushwood picked up on the Continent; or Last Summer's Trip to the Old World, by Orville The above are selected from a large arrival of

two extra plates of simultaneous contracts, by George Barnard. Price \$5.

Just received at

TAYLOR & MAURY'S Bookstore,

Theory and Practice of Landscape Painting in